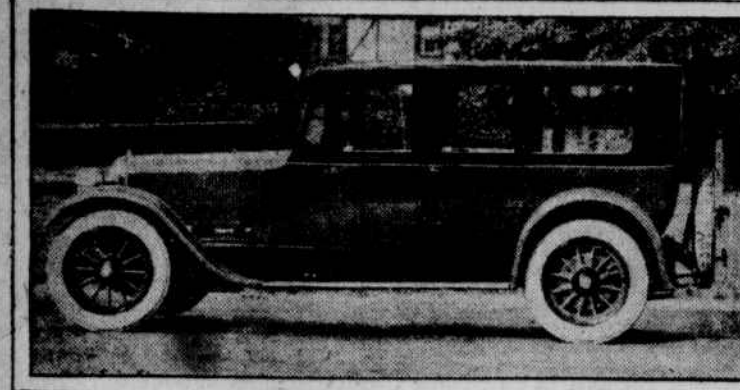
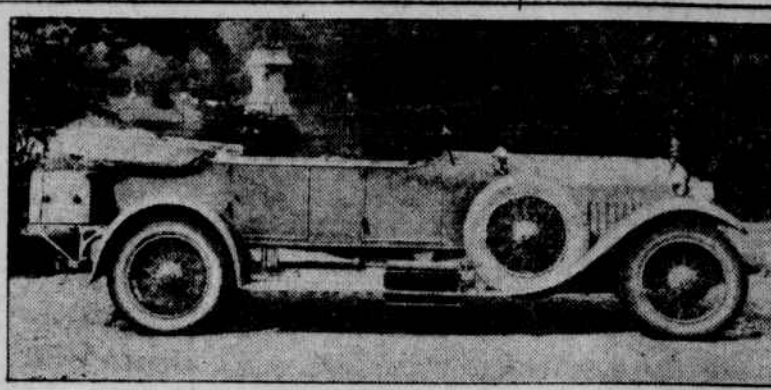


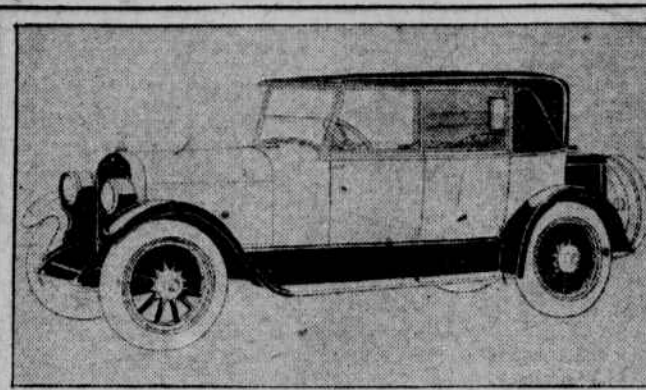
FINE CARS IN SPLENDID ARRAY AT THE ANNUAL AUTOMOBILE SALON



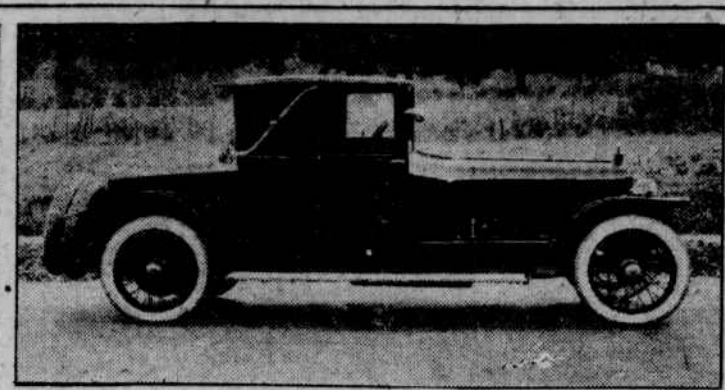
WINTON



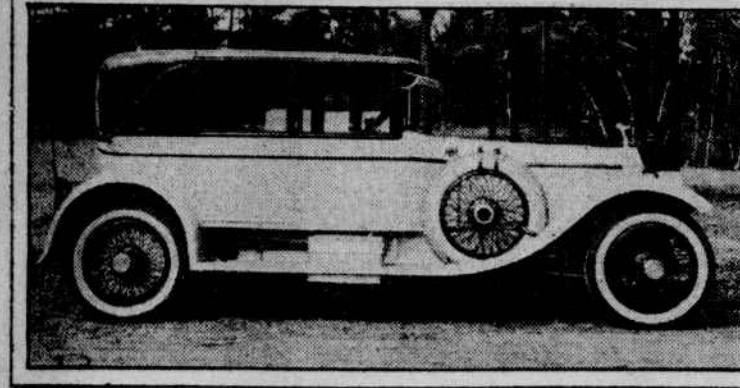
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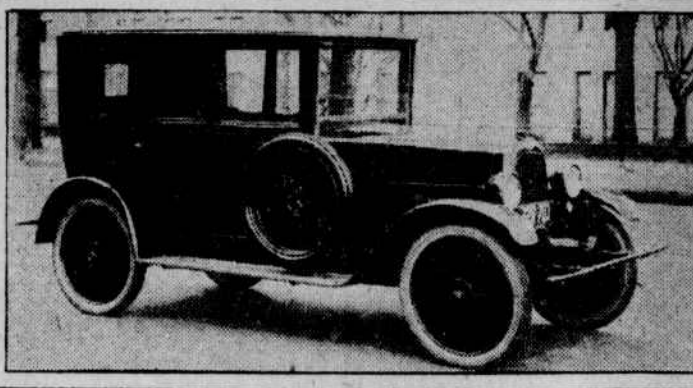
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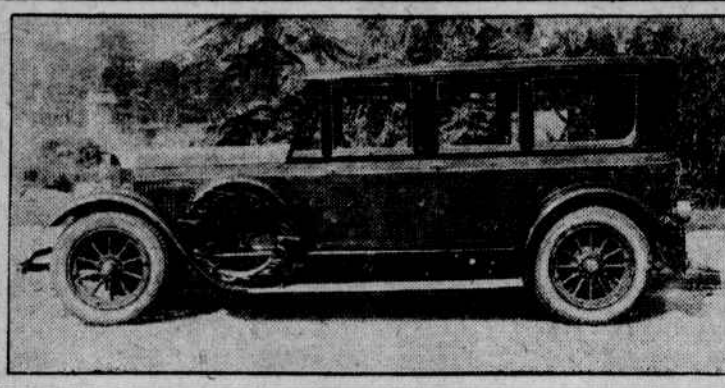
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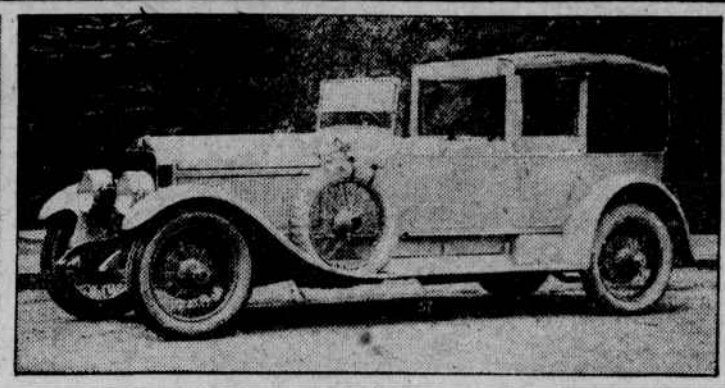
ROLLS-ROYCE



FIAT



BENZ



ISOTTA FRASCHINI

AUTOMOBILE SALON WILL BE A BRILLIANT EXHIBITION

Eight Nations Represented in Elaborate Display of Newest Cars and Latest Ideas in Engine and Body Design.

With eight nations represented by their leading motor cars and the initial display of next year's fashions in custom coachwork as the predominant features, the eighteenth annual Automobile Salon will open this evening at the Hotel Commodore. The entire second, or ballroom, floor of this mammoth hotel will be used to stage this unusual international exhibition.

England, France, Belgium, Italy, Germany, Austria, Spain and the United States are the nations represented among the 35 makes of fine cars shown. In addition 12 prominent carrossiers have special custom body exhibits, while the latest creations of a half score more will be found among the ninety odd cars that comprise this year's exhibit.

The number of foreign cars to be exhibited is the largest since 1914, and the group of American cars at this salon as well as a notable one and includes every make eligible by reason of high price, except two. The eight nations included represent all that have an automobile manufacturing industry of any importance. Thus this salon has a complete showing of the world's motor cars, rivaling in this respect the recent Paris Salon and London Olympia Show.

Those exhibiting cars are: Benz, Brewster, Currier, Duesenberg, Fiat, Hispano-Suiza, Hotchkiss, Isotta Fraschini, Lanchester, Mercedes, Minerva, Panhard, Rolls-Royce, Rubay, Steyr, Sunbeam, Volcan and Winton.

Exhibitions by coachmakers include Cadillac, LaFayette, Lincoln, Locomobile, Marmon, Packard and Peerless. Coachwork exhibits are: Brewster, Brooks-Ostruk, DeCausse, Demarest, Fleetwood, Healey, Holbrook, Hume, J. B. Judd, Le Baron, Locke and Rubay. There is a long established practice on the part of Automobile Salon exhibitors not to disclose in advance of the opening the various new mechanical features in chassis design nor the new styles in custom bodies. These are reserved as surprises for the clientele of the de luxe motor car when visiting the exhibition. However, it will be found that straight-eight motors and four wheel brakes are now well established. In the Isotta Fraschini of Italy and the American built Duesenberg the Salon has respectively the originator of the four wheel brake and of the straight eight motor. Incidentally both features are now found on both these cars.

Improved methods of spring suspension will be disclosed and many other mechanical developments. In the field of the custom body there are innumerable developments, including new types. In design, fittings and finish the new "jobs" fresh from the various carrossiers will prove irresistible to those who take pride in owning the best in motor equipage.

All that is meritorious in accessories, fittings and equipment will be found in various complete cars exhibited. Included are the latest fabrics in leather and leather upholstery materials which have become so important a feature of the fine motor car. Beautifully grained imported leathers, attractively woven broadcloths from the looms of old Norway and rarely spun tapestries from upstart materials used. Fashionable color effects, including a new variable, color which changes under different lighting, will prove a real attraction.

AUSTRIAN STEYR.
An unusual automobile, entirely new to the American motoring public, is displayed at the Salon for the first time in this country. It is the Austrian Steyr, exhibited by the Foreign Motor Car Company, Inc., of which Mr. Paul Ostruk of Brooks-Ostruk Company, is president.

This is a six cylinder machine of medium weight and medium price. Concentrated in this single clean, neat chassis is all the European engineering progress made since 1914. It is equipped with Bosch high tension magneto, with automatic timing adjustment, force feed lubrication, four speeds and reverse, direct drive on fourth, cantilever rear springs and detachable pressed steel wheels. It develops 23 horse power. Its qualities are proved by eighteen racing victories.

At the Salon the Steyr is shown in its standard Austrian sport touring body, with pointed windshield and radiator. It is expected, however, that most of the Steyr's imported into America will be equipped here with Brooks-Ostruk or other bodies for the use of people who desire a fast, reliable, easily operated car for general use. The Steyr makes a splendid sport car, but is adaptable to any body style.

BENZ.
The Benz and Cie, sole distributors of the Benz in this country, are exhibiting a de luxe cabriolet, an inside drive limousine with gold fittings, a six passenger touring car and a town brougham. The touring car is painted in Meadow Brook green with black striping and dove gray edging. The cabriolet is green gray with vermilion striping. The limousine is a lake finish with gold

GENERAL USE OF MIRRORS URGED

A. A. A. Believes There Would Be Fewer Accidents on the Roads.

ROLLS-ROYCE.
The Rolls-Royce exhibit includes: The suburban limousine, an entirely new Rolls-Royce body design, which is very distinctive and affords a roomy, comfortable body, coupled with very fine features of design and lines. This car is finished in Brewster green, light, and the interior upholstered in a gray whipcord. The price is \$12,900, without tax or freight.

The sedan is finished in Rolls-Royce blue and upholstered in special imported gray whipcord. The front, or driver, seat is upholstered in an imported blue finished leather to match the exterior paint finish.

The town brougham is finished in ivory black, with white hair line striping. The upholstery is a fawn colored broadcloth.

The four passenger phaeton is finished in a Maltose gray paint with white hair line striping. The interior is upholstered in a special gray eggshell finished leather imported from Connolly Bros., London, for show purposes.

All the above cars are exclusive Rolls-Royce designs, developed by the factory's own designers and body engineers.

WINTON.
The new Winton six sedan, exhibited by the Garland Automobile Company, is the visible result of twenty-four years of painstaking, specialized effort in the building of fine motor cars. It combines the enduring worth of the Winton built engine and chassis with a new and still greater refinement of line and detail in body design and construction.

The traditional pride which Winton coachmakers for more than a generation have felt in their work finds its highest expression in this beautiful car.

The moderate price and gratifying economy in operation make it truly typical of Winton design and standards.

DISTRIBUTOR HEAD NEEDS CLEANING.
Car owners should not forget that one part of the battery system which needs attention is the distributor head. When the current to pass across from one terminal to another, with precipitation as a result, the track of the distributor head should be kept clean and be touched up from time to time with a kerosene soaked rag. This will prevent it becoming dirty and will keep the rotor button from sticking and cutting.

A FUEL DOPE THAT WORKS.
In these days of standardization in the motor car industry, it is not often that anything really startling happens. At the last summer meeting of the Society of Automotive Engineers, however, something did occur, which may and probably will have a most important bearing on the development of the automobile industry during the next few years.

This interesting event was the announcement of a new fuel dope, which has been discovered in the laboratories of the General Motors Company, a fact that makes it certain there is no mistake about it this time. For years chemists have been working to produce an agent which would give gasoline more power and greater general effectiveness. Fuel dopes have been placed on the market, some of them honest attempts to solve a great problem and others simply fakes. For this reason fuel dope has rather fallen into disrepute and ordinary motorists have about come to the conclusion that all products of this nature were merely catchpenny farces without practical value.

In a very small quantity, prevents ordinary knocking and hinders the formation of carbon.

All this is interesting in itself, but the real point of the matter comes when we consider the indirect meaning of the new agent. By preventing ordinary knocking, the new compound enables the use of a very much higher engine compression than is possible at the present time. Engineers for years have wanted to use much higher compression, then the operating benefits of this condition and to gain the all necessary fuel economy which higher compression would give. They have not been able to do so with the quality of fuel that had to be burned in the engine.

When this new fuel dope is made in quantities sufficient to treat all the gasoline that is sold when it is distributed at every gasoline station, then the automobile engineers can design the type of engines that will give the best operation and economy, high compression engines, such as they have always wanted to build but have been prevented from putting out by the low quality of the fuel that had to be burned.

HOTCHKISS

The new Hotchkiss comes in six cylinder and four cylinder sizes and combines a number of extremely advanced, but practical, constructional ideas. It has four wheel brakes on all models, a feature which is gradually coming into use on automobiles of the better class.

The Hotchkiss is appearing at the salon under the auspices of Locke & Co., its sole American representative, and is ensconced in the Locke display along with several stunning examples of Locke coachwork, which include a brougham with long, sweeping lines on the new eight cylinder in line, Isotta-Fraschini chassis and a five passenger Locomobile sedan.

The Isotta-Fraschini Company shows its cars equipped with front wheel brakes, a tendency in design which was first conceived and put on the market in a stock car by the Isotta Fraschini Company in 1914. The new Isotta Fraschini is the eight cylinder motor with all eight cylinders in a straight line. This year's salon clearly indicates the tendency in European design to adopt this type in foreign makes as well as in the United States.

The Isotta Fraschini V type motor, the latest type is exhibited, as well as several complete cars with bodies by well known coach builders. Only one chassis is now produced by the Isotta Fraschini Company in Milan, which combines the two features of front wheel brakes and straight line eight cylinder motor.

The three Minerva cars displayed by Brooks-Ostruk strike a new note in body building. One of these is a cabriolet, with a number of entirely new features, the most striking being the raised panel effect, which starts at the radiator, goes back to the hood in the form of a molding, extending along the length of the hood and cow and windshield. At this point it takes a downward curve, extending along the body to the door, where it turns upward along the belt line of the door to the rear quarters, where it assumes the same curve as at the front of the door. At this point it continues along the quarter and around the back. On top of this raised panel, starting in the center of the radiator top, is a graduated molding which follows the original color scheme. This body, being fully collapsible, gives an exceptionally low appearance. No hinges are shown in any part of the body, with exception of the side joints of the rear quarter, which are exposed for their ornamental value. The interior fittings were all made in Europe, especially for this car.

Another Minerva sedan car is a big sedan-limousine, which has the same peculiar raised panel feature and an unusual set of body curves. The third member of the Minerva-Brooks-Ostruk display is a brougham for formal use, with exterior fittings in brass, six fenders, running boards of golden oak bound in brass moldings, and interior hardware of special design in gold.

The new Minerva is in two sizes, four and six cylinders, with every feature and convenience which post-war engineering practice in Europe has found practical for adoption on fine motor cars.

RUBAY-PEERLESS.
The Rubay Company of Cleveland, Ohio, is showing a special new type sedan cabriolet on a Peerless eight cylinder chassis. The top is permanent. The window frames are nickel plated, creating an inviting appearance to the interior.

As a closed car there is a maximum space of one and a quarter inches at the door line, where in the past this space measured at least four inches, which gives the driver and passengers a wider scope of the road on the side.

This car is converted to the open type through the panels next to the door, which are hinged at the base line and when opened afford a compartment into which the frames, when folded, drop and fasten so securely no rattle can develop. This feature has been patented by the Rubay Company.

This car is approximately the same weight as open cars, and much lighter than the closed type, which in itself is an important factor.

The seating arrangement eliminates auxiliary chairs. The driver has an individual chair, with the passenger's chair directly abreast, with an eight inch aisle between. The rear seat is straight across, with arm rests.

There are two doors, one at the front, left-side exclusively for the chauffeur, the other door is on the right side opposite the glass frame compartment for the left side.

The body is of the short coupled type which allows a rear trunk platform on which a neat designed trunk is mounted. Guard rails are fastened to the rear panel to prevent marring the finish.

ISOTTA FRASCHINI.
The Isotta Fraschini exhibit includes: The new Isotta Fraschini six sedan, which is very distinctive and affords a roomy, comfortable body, coupled with very fine features of design and lines. This car is finished in Brewster green, light, and the interior upholstered in a gray whipcord. The price is \$12,900, without tax or freight.

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AT THE SALON HOTCHKISS

Europe's Most Scientifically Constructed Motor Car

Represented by LOCKE & COMPANY Motor Coach Work 453 East 56th St. Plaza 5863

The new fuel dope, bearing the stamp of approval of General Motors, is designed primarily to stop engine knocking and an exhaustive series of tests by the engineering talent of the country proved that it did stop engine knocking, except of the mechanical variety. By that we mean that it will stop a carbon knock, no matter how pronounced, but it will not stop a knock caused by a worn connecting rod or by a broken valve.

This new agent also has the happy faculty of lessening the formation of carbon, though it will not remove carbon deposits that have already formed.

Here then we have a chemical compound which poured into the gasoline,

At the Automobile Salon

De Luxe Cabriolet Six-Pass. Touring Car Inside Drive Limousine Town Brougham

BENZ AND CIE.

One Central Park West At Columbus Circle

Opening of The New PEERLESS BUILDING

Broadway and 62nd Street On Monday, December 4th, 1922

where will be exhibited Six Beautiful Closed PEERLESS CARS

Closed Car Bodies by LeBaron, Rubay, Brooks-Ostruk & Demarest on the New Peerless Chassis at the Automobile Salon, Commodore Hotel, Dec. 2-9.

1877 Broadway at 62nd Street

At the Salon, December 3-9

THE "Straight Eight" chassis, which is now the exclusive product of the Isotta Fraschini works in Milan, Italy, is shown with many exclusive body types.

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Chalmers Six Value is Emphasized

The development of the motor car industry in the past few months has served to emphasize still further the outstanding value of the Chalmers Six.

It has become more and more apparent that for beauty of line, finish and equipment, and for sound mechanical worth, the Chalmers is absolutely without a serious rival in its price class.

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